



## **Engineering Services Staff Report: City Council Meeting – November 4, 2008**

### **Engineering Services Department – General**

**Dallas Regional Mobility Coalition (DRMC)** – The DRMC Meeting was held on Friday, October 3, 2008. John Eaglen attended the meeting for Director Sylo. The DRMC Meeting Agenda Focus Item was an update from Cooksey Communications on the recently launched DRMC Website. The website address is <http://www.dallasmobility.org>. In addition to the website, Cooksey is in the process of establishing a system for electronic newsletters and completing a branding exercise for the DRMC.

During the Regional Transportation Council (RTC) Agency Report, North Central Texas Council of Governments (NCTCOG) Assistant Director of Transportation Dan Kessler relayed that there is anticipation of another round of federal funding recissions that will impact the Texas Department of Transportation (TxDOT) within the next few months that could impact several upcoming transportation projects.

During the TxDOT Agency Report, Bob Brown conveyed that the Proposal due date for the expansion of IH-635 will be changed to December 14, 2008 in order to give the two (2) teams the ability to submit the most competitive proposals for the Project.

Carol Short of the North Dallas Chamber of Commerce announced the NDCOC's annual Transportation Crossroads Conference to be held on Friday November 21, 2008 at the Hilton Anatole Hotel. The particulars of the conference are listed below:

#### **Transportation Crossroads Conference**

Date **Friday, November 21, 2008**

time **7:30 a.m. - 1:30 p.m.**

location **Hilton Anatole Hotel, 2201 Stemmons Freeway**

Keynote speakers **Paul N. Wageman, Chairman, North Texas Tollway Authority**

#### **Ned S. Holmes, Member, Texas Transportation Commission**

Finally the Joint DRMC / Tarrant Regional Transportation Committee (TRTC) meeting is tentatively scheduled for Thursday January 8, 2008 at noon. The tentative location for the Joint DRMC / TRTC Meeting is Arlington.

**North Central Texas Council of Governments (NCTCOG)** – The City has a representative on the NCTCOG Surface Transportation Technical Committee (STTC) each month to represent the City's interest in local and regional transportation issues. Staff also attends the Regional Transportation Council (RTC) to support the joint representative of the cities of Frisco/Allen/Prosper/Lucas in this effort.

**Regional Transportation Council (RTC)** - Cissy Sylo attended the October 9, 2008 RTC meeting along with Mayor Maher Maso. The meeting was held in Arlington Texas at the Regional Transportation Council Board Room. Agenda Items Included:

- **Item 2. - Memorandum of Understanding (MOU) between the Regional Transportation Council and Metroplan of Little Rock, Arkansas.** The Dallas Fort Worth Region is predicted to be at the center of a mega-region from Little Rock, Arkansas to Dallas-Fort Worth and Tulsa, Oklahoma through our region to San Antonio. The Regional Transportation Council adopted this MOU which is similar to other agreements it has with the Heart of Texas region and East Texas region.
- **Item 3.1 - North Central Texas Clean School Bus Call for Projects.** The Regional Transportation Council approved this item provide a Call for Projects for a \$650,000 program

for clean school buses within a 16 county NCTCOG service area to replace, repower, or retrofit older buses with cleaner emissions technology to protect the health of school-age children. This call for projects will open in October 2008 with project selection announced in February 2009. To be eligible for funding, entities must have adopted the RTC's Clean Fleet Vehicle Policy Model Ordinance and be in compliance with annual reporting requirements.

- **Item 3.2 - 2008-2011 Transportation Improvement Program Modifications (TIP).** The Regional Transportation Council approved revisions to the 2008-2011 TIP Amendments.
- **Item 3.3 - Freeway Incident Management Resolution.** The Regional Transportation Council approved the revised Freeway Incident Management Resolution which the goal of incident management training is to initiate a common, coordinated response to traffic incidents that will build partnership, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the DFW region.
- **Item 3.4 - Trinity Railway Express Partnership.** The Regional Transportation Council approved programming \$4.7 million for additional parking and two locomotives, as well as approved the necessary modifications to the Transportation Improvement Program and Statewide Transportation Improvement Program as part of the third Trinity Railway Express (TRE) Partnership.
- **Item 3.5 - Modification of the FY2998 and FY2009 Unified Planning Work Program and Initiation of Strategic Planning Efforts to Advance Passenger Rail in Selected Corridors** – The RTC approved this agenda item as requested. The Work Program included authorization to allow NCTCOG staff to administratively amend the Transportation Improvement Program (TIP) to include any of these planning projects that may not already be included in the TIP.
- **Item 3.6 - Source of Funding for Corps of Engineers Pilot Program-** In May 2008 the RTC approved \$500,000 to allow the US Army Corps of Engineers to expedite the review of Section 404 and 408 permits. The funding source was to be determined based on the requirements of the USACE to accept and expend funds from a non-federal entity. The USACE is authorized under federal law to receive funding from non-federal entities to expedite the review of Section 404 permits. Staff explained these funds must be transferred to the USACE in advance and are drawn down as expenditures take place. RTC therefore approved this action as recommended by the COG staff.
- **Item 4 – Orientation to Agenda** – Michael Morris briefed the RTC on the Public meetings that were held on September 8 and 9<sup>th</sup>.
- **Item 5 – Creation of a Regional Railroad Crossing Banking Program** – NCTCOG staff stated that in 1991, the Federal Railroad Administration adopted the goal of closing 25 percent of all highway/rail crossings in the United States. This was done in an effort to reduce the number of crossing accidents and fatalities and to reduce the amount of infrastructure being maintained. In support of these initiatives, the railroad industry's current goal is that two existing crossings must be closed for every new crossing that is requested. For small communities experiencing growth, there often are not enough existing crossings to offer when a new crossing is required. NCTCOG staff presented a program that would allow local governments to exchange credits for grade crossings that they close and sell them into a regional pool for use by their neighboring communities who may be in need of these credits. In addition, TxDOT and RTC fund improvements that result in the elimination of at-grade crossings. These projects are a source of potential bankable revenues and inventories are being conducted to determine if they been used for previous offsets.
- **Item 6 - Regional Transportation Council Legislative Program Position** – The RTC approved a Legislative Program for the 81<sup>st</sup> Texas Legislature which begins on January 13, 2009.

- **Item 7 – Regional Transportation Council Air Quality Projects and Management and Operations** – The RTC approved a list of RTC Air Quality and Implementation Projects recommended by staff and proposed to be funded with federal funding in the FY 2010-2012.
- **Item 8 – 2009 Unified Transportation Program Updates/Backlog Projects** – The RTC approved a list of project funding levels and timing for inclusion in the 2009 Unified Transportation Program (UTP). The Texas Transportation Commission and Texas Department of Transportation use the UTP as the agency's ten-year plan to guide transportation project development and construction. In May 2007, the RTC approved project funding levels for the 2008 UTP. Since that time, TxDOT has finalized an extensive review of the State's available transportation revenue. In the end, TxDOT determined that less money was available in the 2009-2019 timeframe than originally anticipated. Therefore, NCTCOG and TxDOT staff coordinated on the reprioritization of projects previously funding in the UTP.
- **Item 9 – Status Report from Recent TxDOT Meetings and the Texas Transportation Commission Requested Presentation in October** – Michael Morris informed the RTC that the Texas Transportation Commission meeting will be held at Dallas on October 30, 2008 at 9 AM at the Martin Luther King Center.
- **Items 10-14** – These items were delayed to the next meeting due to time constraints.

**Surface Transportation Technical Committee (STTC)** – John Eaglen attended the meeting for Director Sylo. The meeting was held Friday September 26, 2008 in Arlington Texas. Action Items on the meeting agenda included the following:

- **North Central Texas Clean School Bus Call for Projects** – The program provides funding to schools, school districts and school operators in the 16-county NCTCOG service area to replace, repower or retrofit older buses with cleaner emissions technology to protect the health of school-aged children. This program is included as a Voluntary Mobile Emissions Reduction Program commitment in the DFW 8-hour Ozone Attainment Demonstration State Implementation Plan. A call for projects is anticipated to open in October 2008 with project selection announced in February 2009. To be eligible for funding, entities must have adopted the RTC's Clean Fleet Vehicle Policy Model Ordinance and be in compliance with annual reporting requirements.  
**Result:** STTC unanimously approved a recommendation to RTC for approval.
- **2008-2011 Transportation Improvement Program (TIP) Modifications** – The proposed revisions and amendments have been reviewed for consistency with the air quality conformity determination and financial constraint of the TIP. STTC Members had questions on particular projects, and Patrick Baugh (Rowlett) had stated that he had previously sent comments to Christie Jestis at NCTCOG and there was never a reply to his questions; however he would vote to recommend the approvals, but requested that NCTCOG respond to them prior to the RTC's consideration.  
**Result:** STTC unanimously approved a recommendation to the RTC for approval.
- **Freeway Incident Management Resolution** – In 2003 the RTC approved Resolution R03-1, which supports a comprehensive, coordinated, interagency approach to freeway incident management. The goal of the incident management training is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the DFW region. In an effort to emphasize the importance of effective incident management training, NCTCOG staff is preparing to increase its efforts to encourage member cities to adopt a similar incident management resolution. Robert Wunderlich (Garland) discussed his desire to strike the following section from the proposed Resolution:

**Section 7.** The RTC supports the storage of images from camera video equipment for two purposes. First, for the training of personnel related to freeway incidents and second, for use by federal, State and local law enforcement agencies when an incident is related to a Homeland Security event, requested by the Governor, or in the event of an Amber Alert.”

**Result:** STTC by majority vote approved a recommendation to the RTC for approval of the Resolution, with the deletion of the above-mentioned Section 7.

- **Modification of the FY2008 and FY 2009 Unified Planning Work Program** – The UPWP is required by federal and state transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY 2008 and FY 2009 UPWP identifies the activities to be carried out between October 1, 2007 and September 30, 2009. Amendments to this document are being proposed to reflect project modifications and funding adjustments. These proposed amendments were presented to the public during the September 8 and 9, 2008 public meetings.

**Result:** STTC unanimously approved a recommendation to the RTC for approval.

- **Regional Transportation Air Quality Projects and Management and Operations** – NCTCOG staff submitted several projects for consideration through the 2007 Regional Toll Revenue (RTR) Funding Initiative. The projects were reviewed and removed from RTR consideration to ensure an equitable distribution of air quality and project implementation initiatives across the region (which would not be possible given RTR funding shares). Instead staff proposed and the RTC approved the future funding of a slate of air quality and implementation projects using federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program – Metropolitan Mobility (STP-MM) funds. These projects are largely air quality commitments as part of the State Implementation Plan as well as continuation of needed management and operation programs. **Result:** STTC unanimously approved a recommendation to the RTC for approval.

- **2009 Unified Transportation Program Updates / Backlog Projects** – The Texas Transportation Committee (TTC) and TxDOT use the UTP as the agency's 10-year plan to guide transportation project development and construction. In May 2007 the RTC approved project funding levels for the 2008 UTP. Since that time TxDOT has finalized an extensive review of the State's available transportation revenues and has determined that less money was available in the 2009-2019 timeframe than originally expected. Therefore NCTCOG and TxDOT districts staff have coordinated on the re-prioritization of projects previously funded in the UTP.

**Result:** STTC unanimously approved a recommendation to the RTC for approval.

Information Items included on the meeting agenda are the following:

- **Metropolitan Transportation Plan, Transportation Improvement Program, and Amendment Process;**
- **Diesel Idling Reduction Program Call for Projects** – The timeline for this call for projects is late 2008 or early 2009;
- **NCTCOG Administration of Off-System Regional Toll-Road Projects** – The RTC and NCTCOG Executive Board are requesting that the TTC off-system funds be returned to the region. The RTC has proposed an end of September deadline for this to occur. Staff outlined the proposed administration of this program.
- **Fast Facts** – NCTCOG takes 10-15 minutes at the end of STTC Meetings to provide the NCTCOG staff the opportunity to provide brief updates on initiatives and/or ongoing programs.
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Cissy Sylo also attended the October 24 STTC meeting held, Friday October 24, 2008 in Arlington Texas. Due to the upcoming holidays, the November and December STTC meetings have been combined into one meeting on Friday, December 5, 2008. Action Items on the October 24, 2008 meeting agenda included the following:

- **Item Two Consent Agenda – 2.1 Diesel Idling Reductions Call for Projects.** – STTC approved approximately \$1.2 million in Congestion Mitigation and Air Quality Improvement funds programmed to administer a Diesel Idling Reduction Program Call for Projects. This Call for Projects will provide funding for projects that will reduce emissions of nitrogen oxides caused by unnecessary idling of on-road and non-road heavy duty diesel vehicles. The Call for Projects is anticipated to launch in November 2008, with awards announced in early 2009.
- **Item Three - NCTCOG Administration of Off-System Regional Toll Road Projects** – NCTCOG staff summarized the proposed administration of off-system projects using local design and contracting methods. NCTCOG staff presented a proposal that would require local municipalities to meet AASHTO design standards, NCTCOG Public Works construction standards and follow Environmental TxDOT processes on off-system regional toll road projects. This process will be presented to the Texas Highway Commission on Thursday, October 30, 2008. The Surface Transportation Committee did not agree with this proposal by NCTCOG staff/TxDOT and voted to present a letter from STTC that municipalities should be allowed to follow local design standards in lieu of these provisions as originally presented during the SH 121 toll road MOU process.
- **Item Four – Brownfields Revolving Loan Fund** - NCTCOG staff presented information on the Sustainable Development's upcoming NCTCOG Call for Projects. This program has received \$3 million EPA Brownfields Revolving Loan Fund grant. NCTCOG will provide loans to local governments for cleanup activities of sites that would serve as potential transit oriented developments, though other site utilizations will be considered.
- **Item Five – 1- Hour State Implementation Plan (SIP) Transportation Control Measure (TCM) Substitution** – Staff briefed STTC on the status of the 1-Hour SIP TCMs. At this time this effort was conducted, all projects were assumed to be implemented by November 2007. However, some of these commitments have either been canceled or significantly delayed beyond their implementation date. NCTCOG staff explained that to resolve any remaining 1-hour issues, a TCM substitution process will be conducted to replace deficient projects with completed projects.
- **Item Six – 2009 Unified Transportation Plan/Backlogged Projects** – NCTCOG staff are informing both the STTC and RTC of the status of backlogged projects of a tentative list of projects that each month may need to be updated due to changing transportation funding assumptions.
- **Item Seven – SH 161 and Southwest Parkway/Chisholm Trail** – This agenda item provided the Committee a briefing regarding the agreement between the NTTA and TxDOT on advancing toll roads in the region. A representative from NTTA provided a summary of the agreement to allow TxDOT to backstop the funding on SH 161 funding with Category 12 funding which is TxDOT Commission Discretionary Funding Source.
- **Item Eight – 2008 Ozone Season Update** – The committee was provided an update on the ozone activity in the North Central Texas area during the 2008 ozone season and a historical perspective with regard to the 8-hour ozone standard and weather phenomena favorable to ozone formation.
- **Item Nine – Video Highlights of Innovative Construction Methods: Opportunities for the Dallas-Fort Worth Region.** This agenda item included a video of a unique reconstruction project in Oakland California where the contractor selected by CalTrans reconstructed the damaged connector ramps of an interchange in only 26 days, collected a \$5 million bonus after submitted only a bid of \$876,075.

**NCTCOG Public Hearings** – John Eaglen attended the NCTCOG Transportation/Air Quality Public Meetings held on October 14 (North Richland Hills) and October 15 (Burleson). Attached are the Agenda, PowerPoint Presentations, and Handout materials provided from these meetings.

- **Item Two, Long Term Transportation Planning** – Agenda items included the following presentations:

2a. Mobility 2030 Amendments – (***Presenters at the hearings were Mike Burbank and Mitzi Ward***) The Metropolitan Transportation Plan (MTP) (upon adoption the MTP was named “Mobility 2030”) is a blueprint for long-range transportation systems and/or projects in the region through the horizon year of 2030. Under federal requirements Mobility 2030 is a financially constrained document, so all of the projects included in the plan must have identified funding to complete the project.

Mobility 2030 was approved in January 2007 and obtained federal air quality approval in June 2007. The NCTCOG is currently going through the process of completing administrative amendments to Mobility 2030. This amendment process will not include any additional and/or new projects to the current plan. The proposed amendments include the following categories: (1) inclusion of regional toll road revenue projects (recently approved under the Regional Toll Road Revenue Initiative, allocating the toll road revenues from SH 121 to regional projects); (2) previous partnership program refinements; and (3) roadway and transit corridor study changes; (4) recommendations from environmental documents; (5) recent toll-road changes; and (5) refinement of the State Implementation Plan (SIP) Commitments.

The amendment process must comply with federal requirements, including the following: (1) Must have strong local consensus; (2) must be cost-effective; (3) must consider all reasonable Travel Demand Management (TDM) strategies; (4) must fit into a financially constrained MTP; and (5) must allow the MTP to meet all air quality conformity requirements.

After this initial round of public hearings on the amendment process, there will be additional public hearings on the MTP amendments in January and February 2009. At the future public hearings the NCTCOG staff recommendation for the MTP amendments will be presented. NCTCOG anticipates local approval of the MTP amendments in April 2009 with federal approval of the amendments by July 2009.

NCTCOG Assistant Director of Transportation Dan Kessler reiterated to the audience that the financial constraint requirement is a huge issue for the NCTCOG to consider when completing the amendment process; Congress has recently had to put additional funds into the Federal Highway Trust Fund and TxDOT is dealing with a financial crisis of its own. Mr. Kessler stated that the biggest challenge for NCTCOG is going to be keeping the approved projects included in Mobility 2030, and because of the SH 121 toll-road revenues there are some projects that are going to have to be modified. The goal will be to keep as many projects that are currently in the MTP as possible but there are some that may have to be excluded through this amendment process.

2b. 2010 – 2013 Transportation Improvements Program (TIP) – (***Presenters at the hearings were Christie Jestis and Adam Beckom***) The TIP is a federal and state mandated inventory of transportation projects and contains projects funded with local, state and federal funding sources. The TIP covers four (4) years of available funding and is updated on a quarterly basis, but completely re-developed every two (2) to three (3) years. The NCTCOG staff started their work on the 2010-2013 TIP this summer and do not anticipate the completion of this project until next summer.

Taking a broader view at how the TIP is developed, NCTCOG works with local agencies, transportation agencies, transit agencies and TxDOT to gather the list of projects that they plan to implement and then identify how they are going to fund this and match NCTCOG

projects and funding with what they want to do. A final step is that this inventory is compared to the Region's Air Quality Goals.

The 2010 – 2013 TIP Focus Areas – there is limited available funding for TxDOT and this will impact the TIP; the RTC had previously approved a Milestone Policy (stating that NCTCOG should delete inactive projects included in the TIP) and this policy will be implemented with the development of the 2010 – 2013 TIP. Funds from these deleted (expired) projects will be re-distributed to other identified projects in need of funding.

Currently the NCTCOG staff is at the stage of development where they are receiving the list of proposed adjustments to existing TIP Projects; they have asked all participating agencies to have their project adjustments submitted to NCTCOG by May 1, 2009.

2c. Air Quality Conformity Schedule and Comments – (Presenter at both hearings was Madhusudhan Venugopal) The purpose of Air Quality Conformity Analysis is to (1) demonstrate that the projected emissions from transportation projects are within the emission limits established in the State Implementation Plan (SIP); and (2) ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals. The study area exceeds the Metropolitan Planning Area boundaries, and includes Dallas, Tarrant, Denton, Collin, Rockwall, Kaufman, Ellis, Johnson and Parker Counties. The analysis years in the Air Quality Conformity Schedule Analysis are 2009, 2019, 2025 and 2030. At this time the NCTCOG is requesting locally funded projects to assist the NCTCOG staff in the 2009 analysis. Additional Public Hearings will be held on this issue in January 2009 (Status Update) and February 2009 (Presentation of Study Findings).

- **Item Three, Brownfield Development Call For Projects** – (Presenter at both hearings was **Karla Weaver**) NCTCOG has recently received a \$3 Million grant from the Environmental Protection Agency (EPA) for cleanup activities at identified “Brownfields” (defined as real property, the expansion, re-development or reuse of which may be complicated by the presence of or potential presence of a hazardous substance, pollutant or contaminant). NCTCOG is establishing a Revolving Loan Fund (RLF) Program for local agencies to apply these funds to projects and re-pay funds to NCTCOG over time and at a negotiated interest rate.

There will be a Program Call for Projects opening in November 2008 and closing in June 2009. \$1.5 Million is to be allocated to Petroleum Site Cleanup Projects, and \$1.5 Million is to be allocated towards Hazardous Site Cleanup. Local governments are eligible borrowers and can team with a private sector partner. One caveat to eligibility for participation in the program is that the borrower and/or the property owner can not be the responsible party for the contamination.

The Selection Criteria for the Call for Projects includes the following: (1) Site location; (2) Environmental Justice Protected Population; (3) Reduction of threat to human health and environment; (4) Reuse or recycling of construction and demolition materials; (5) Infill or reuse of vacant or under-utilized property; (6) Removal of blight; (7) Private funds leveraged; (8) Future site utilization; (9) Projects that promote City/County development goals; (10) Community relations plan; (11) Quality Assurance Project Plan.

NCTCOG anticipates the Interest Rate for repayment to be no greater than the average rate of the NCTCOG's Investment Pool (currently 2.4%), but that the interest rate can be negotiated between NCTCOG and the local agency. There are no fees for participation in the program but there is a 20% local match requirement (this can consist of cash, in-kind donations, and/or donated time/fees). Repayment for the funds is to start in 2012.

NCTCOG will host a Call for Projects Workshop on Tuesday, November 4, 2008 from 2:00 p.m. to 3:30 p.m. at the William Pitstick Executive Board Room at the NCTCOG building in Arlington. The agenda will consist of a review of the Program rules, application process, the EPA requirements, selection criteria and the loan terms and conditions.

NCTCOG Assistant Director of Transportation Dan Kessler stated that this is an interesting opportunity coinciding with the Rail North Texas Initiative, where regional rail would be placed alongside existing rail corridors. The re-development of these corridors is going to be a crucial element to the development of regional rail, along with mixed-use development along the rail corridors. NCTCOG feels that the timing of this program is important, and they cannot wait to get this program going.

- ***Item Four, Trinity Railway Express Partnership – (Presenters were Christie Jestis and Michelle Bloomer)*** The Trinity Railway Express is an existing regional rail service running 3-4 miles in length with nine (9) stations and one (1) special events station at the American Airlines Center in Dallas. The TRE connects downtown Fort Worth with downtown Dallas. The TRE Partnership consists of nine (9) cities, DART, the T and NCTCOG. Partnering cities contribute \$793,000.00 annually in funds for fiscal years 2008, 2009 and 2010. NCTCOG retains \$2.38 Million in local monies, and these funds are highly flexible and can be used as a local match for local projects. Examples of current local projects are air quality conformity projects.

DART and The T are requesting \$4.7 Million in federal funds to complete the following TRE related projects: (1) \$2.7 Million for expanded parking at the Hurst/Bell, Richland Hills and the Texas and Pacific Station (Fort Worth); and (2) \$2.0 Million for the purchase of two (2) locomotive trains.

NCTCOG Assistant Director of Transportation Dan Kessler stated that the biggest challenge the TRE is facing is that with the increased utilization of the rail service, parking problems are developing around the rail stations. 9,000 – 10,000 people are riding the TRE daily and the parking problems is a limitation to the expanding use of the TRE rail service. The TRE is an example of what the RTC is trying to accomplish with the Rail North Texas initiative, where regional rail is initiated out into the suburban communities and outlying areas. Mr. Kessler also mentioned that through the SH 121 RTR Funding Initiative, \$200 Million in funds from SH 121 toll revenues was applied to Denton County for regional rail. This is the first time that NCTCOG has been able to utilize traditional highway funds for the construction of light rail, and this project will be a critical link to Carrollton and is a crossing point for the Cottonbelt Rail.

- ***Item Five, Regional Outer Loop Status Report and Next Steps – (Presenter at both hearings was Jeff Neal)*** Despite the financial crisis experienced by TxDOT, there has been quite a bit of progress on the Outer Loop Project over the past nine (9) months. The genesis of the project was TxDOT's study to approach capacity issues with the I-35 Corridor, where demand is projected to increase to such a level where the right-of-way acquisition required to expand the corridor was not feasible to obtain. As a result TxDOT developed the concept of the Trans-Texas Corridor, which in turn spawned the concept of the Outer Loop Project. The Outer Loop Project's intent is to generate a more local process to develop the type of road that is necessary for the region.

The Outer Loop Study Approach is utilizing an Integrated Team Approach in regards to the process for environmental clearance of the Outer Loop design; TxDOT has oversight responsibility (including TxDOT Multimodal, the Texas Turnpike Authority, and involvement from both TxDOT Dallas and TxDOT Fort Worth Districts), the RTC/NCTCOG has management responsibility (including the Outer Loop/Rail Bypass Corridor Refinement Team) and the guidance responsibility coming from additional parties (including Stakeholder Roundtables, Resource Agencies, and Local Partners – Cities, Counties, Special Districts and



Landowners). The study approach has four (4) phases: Phase 1 – Scoping / Purpose and Need; Phase 2 – Corridor Study; Phase 3 – Alignment Study; and Phase 4 – Environmental Documentation.

The study elements include the following segmented components: (1) Regional Outer Loop Segments (Roadway and Truck Routes); (2) Trans-Texas Corridor 35; and (3) the Freight Rail Bypass. The alternative considerations for the Roadway and Truck Routes segment include the following: (1) Environmental and socio-economic constraints; (2) context-sensitive design and regional sustainable development; (3) right-of-way preservation and staging; (4) design speed; (5) toll feasibility – sections of the Outer Loop that are existing “free” roadways would not be proposed for tolling, however “new” sections would be proposed to serve as a tolled facility; (6) Interchange spacing and access management; (7) frontage roads and (8) typical section width.

The Freight-Rail Bypass alternative considerations include the following: (1) Separate freight rail bypass Environmental Impact Statements (EIS); (2) single freight rail bypass (EIS) enables a more efficient study under Surface Transportation Board regulations; (3) Speed, efficiency, safety and other operational characteristics will greatly influence bypass location; and (4) alternative “family” concepts developed – (a) one bypass route inside the 12-county region; or (b) multiple bypasses covering a larger North Texas region.

The next steps in regards to the Outer Loop Project include the following: (1) complete Outer Loop/Rail Bypass Information System to begin EA of potential Outer Loop corridors; (2) Start future-year traffic analysis of potential Outer Loop corridors using the expanded 13-county TransCAD Model; (3) work with Outer Loop/Rail Bypass Corridor Refinement Team to determine logical termini for Outer Loop segments; (4) coordination with TxDOT and NTTA regarding the EA for SH 170 and SH 360 corridors; (5) perform context sensitive solution and sustainable development analysis in coordination with local governments/special district economic development efforts; (6) initiate activities with the Citizen Advisory Committees; (7) incorporate preliminary recommendations and staging plan into the Mobility 2030 – 2009 Amendment; and (8) complete Outer Loop Corridor Identification Report.

Dan Kessler, Burleson Public Hearing Comments on the Outer Loop Project – Mr. Kessler stated that as a region planned for nine (9) million residents in 2030 and twelve (12) million residents in 2050, time is the challenge for this Project. If everyone looks back at what Denton and Collin Counties looked like in 1980 and compare that to what they look like today as an extension of the metropolitan area, Johnson and Ellis Counties are expected to follow the same path. The RTC’s goal is to get out in front of this kind of growth, and this will be a difficult process. The RTC is very committed to this goal and a team of ten (10) planners / engineers was put together this summer to specialize on work on the Outer Loop Project. Funding from TxDOT has been lost for this project but the RTC has provided funding to get this project off the ground. Mr. Kessler anticipates that the NCTCOG will be out in Johnson and Ellis Counties quite a bit as work on the Outer Loop Project progresses.

- **Item Six, Public Comments and Questions** – Public comments received include the following:

North Richland Hills Public Hearing, October 14, 2008 – NCTCOG received the following public feedback at the North Richland Hills Public Hearing:

- Lee Hamilton, Resident – Mr. Hamilton mentioned that a lot of the Outer Loop Project is new corridors, and asked if they are planned to be toll-road facilities. Mr. Kessler responded that it depends upon which mode you are talking about, as an auto-bypass mode it is very likely to be tolled due to the TxDOT financial crisis. Tolling will be the most

likely way to construct this system. Jeff Neal added that the vision for the Outer Loop is not to construct a traditional highway, and on a county-by-county basis there may be several locations where the Outer Loop would be constructed adjacent to existing corridors; on existing corridors it is most likely that these facilities would not be tolled. Mr. Neal added that the desire is to have a facility that has a sense of place and that the project is planned to be more of a “node-central” facility, and context-sensitive design is going to be very important; the design of the Outer Loop should balance function with the environment and the surrounding land use.

Burleson Public Hearing, October 15, 2008 – NCTCOG received the following public feedback at the Burleson Public Hearing:

- Ron Harmon, former Johnson County Commissioner and former RTC Chair – Mr. Harmon brought up the subject of commuter rail; the cities of Crowley, Burleson, Cleburne and Joshua had applied for funding a few years back for a rail study for Johnson County. The funding was approved and the study is now almost complete. These cities are very progressive and actively seeking the potential for rail in Johnson County. The County is very excited about the study and that there was a lot of people that put a lot of heart into this effort. The study should be available by February 2009.
- Jim Wadlow, Burleson City Councilmember Place 2 – Councilmember Wadlow thanked the NCTCOG for holding this public hearing in Burleson and welcomed the NCTCOG to consider the City for future public hearings.

**Business Retention** - Staff met with the Chamber of Commerce at the Monthly Coordination meeting on September 5<sup>th</sup> to discuss retention of businesses. Cissy Sylo attended the meeting this month on behalf of the department. The meeting this month included discussion of business retention, website improvements, providing list of previous engineers and construction firms that are familiar with City regulations, past success stories, pre-submission meetings, staff liaisons, checklists to improve customer service.

## **Engineering Highlights – Elizabeth Metting:**

- **Construction Inspections** – Construction Inspectors have 402 current projects that are at various stages of construction.
- **Pre-construction Meetings** – Staff held pre-construction meetings for new projects:
  1. Preston Lebanon Crossing, Bl A Lt 4
  2. Preston Lebanon Crossing Lt 3 Bl A
  3. Teel Village Phase IV (Lot 4R)
  4. Datta Yoga Center Addition
  5. Frisco Lakes by Del Webb, Village 20 Ph 1
  6. Panther Creek Sewer Interceptor
- **Project Final Acceptances** – There were 6 projects accepted.
  1. Shafer Plaza at Preston Ridge Bl A Lt 1
  2. Warren Legacy Addition
  3. ROW: Briar Ridge Rd & Newman Blvd
  4. Sierra at Frisco Bridges Infrastructure
  5. 712 Business Park, Phase 1
  6. Legacy Drive Waterline

**Project Reviews** – Staff has completed **forty two (42)** engineering reviews.

## **STATE PROJECTS**

- **FM 2478/Custer Road (Stonebridge – US 380)** – Project to widen the existing two lane road to a six lane urban roadway with curb and gutter. The City of McKinney hired Kennedy Consulting, Inc., to design this project. Completed plans have been submitted to Austin for bidding in December. Right of Way is currently being acquired and franchise utilities are preparing for required relocations. Construction is anticipated to begin in Spring 2009 and is estimated to take 26 months to complete. *(Project Manager: Jason Brodigan)*
- **FM 2934/Eldorado Parkway (FM 423 – DNT)** – Project to widen the existing two lane road to a six lane urban roadway with curb and gutter. TxDOT bid the project in February 2008, and construction began in September on Phase 1. During Phase 1, the contractor, W.W. Webber, will construct the northern two lanes. Franchise utility companies continue to work on finishing the relocation of facilities along Eldorado. Construction is expected to take 20 months. Staff is attending monthly update meetings with the contractor and TxDOT. A monthly newsletter will be distributed by email beginning in November to update businesses and citizens affected by the construction. The newsletter will also be posted on the Engineering Services website in English and Spanish. Instructions on how to be added to the email distribution list will be included in the newsletters. *(Project Manager: Michael Bulla)*
- **FM 3537/Main Street (Preston Road – Custer Road)** – Project to widen the existing two lane road to a six lane urban roadway with curb and gutter. Revised 60% plans were reviewed and returned to the consultant in September. The project is anticipated to begin ROW acquisition in early 2009, and utility adjustments will follow ROW acquisition. TxDOT is expected to bid the project in September 2009 and construction is estimated to require twenty-four (24) months. *(Project Manager: Jason Brodigan)*
- **FM 423 (SH 121 – US 380)** – Project to widen the existing two lane road to a six lane urban roadway with curb and gutter. Environmental clearance (FONSI) for the Middle and North Sections was received in July 2006, and ROW acquisition will be conducted by TxDOT in accordance with the SH 121 Memorandum of Understanding. *(Project Manager: Jason Brodigan)*
  - **North Section (Eldorado – US 380)** – Staff completed review of the revised 95% plans in September 2008. Design is expected to be completed in January 2009. The north section is scheduled to be bid by TXDOT in early 2010, or upon completion of ROW acquisition and utility relocation. Construction is anticipated to require 24 months.
  - **Middle Section (Stewart Creek – Eldorado)** – Jacobs has submitted 100% plans to the District for final review. Right of Way acquisition is approximately 75% complete. Coordination with the utility companies continues. The middle section is scheduled to be bid by TXDOT in August 2009, or upon completion of ROW acquisition and utility relocations. Construction is anticipated to require 24 months.
  - **South Section (SH 121 – Stewart Creek)** – Denton County is coordinating the design of this project by Jacobs Carter Burgess working with TxDOT and The Colony. TxDOT held a Public Hearing on the environmental effects of the plans to widen this section in January 2008. Currently, this project is expected to bid in mid to late 2010 and is expected to require 26 months to construct, pending environmental clearance, acquisition of right-of-way, and relocation of utilities.

- **Frisco Square Boulevard Railroad Crossing** – Construction of the street connection of Frisco Square Blvd. across the railroad tracks to the Old Downtown area. This project is being partially funded by the NCTCOG as a Sustainable Development project with design and construction oversight by TxDOT (inspection services by the City of Frisco). The grade crossing construction and maintenance agreement with BNSF has been executed by the City, and BNSF has begun their process to order and fabricate crossing materials and crossing signal equipment. Construction began in September and is anticipated to be completed in early 2009. *(Project Manager: Michael Bulla)*
- **SH 289/Preston Road (Main Street – US 380)** – Project to widen the existing two lane road to a six lane urban roadway with curb and gutter. TxDOT bid the project on October 15, 2008 with the apparent low-bidder being Mario Sinacola & Sons Excavating, Inc. The low bid cost of the project was approximately \$35 million. TxDOT has only two parcels of Right of Way remaining to acquire. Franchise utility companies are preparing plans for relocations. Freese and Nichols, Inc. are currently preparing plans to relocate the City of Frisco water line along Preston Road. Construction of Preston Road is expected to begin in early 2009 and is estimated to take 30 months. *(Project Manager: Jason Brodigan)*
- **US 380 (Coit Road - FM 423)** – Turner, Collie & Braden has been hired by Collin and Denton Counties to study the US 380 corridor and recommend alternatives for improving mobility. A schematic has been prepared from Coit to CR 26 and is currently being reviewed by TxDOT. *(Project Manager: Jason Brodigan)*

#### **CITY PROJECTS:**

- **20" Dallas Parkway Water Line (Stonebrook - Main) and 30" Main Street Water Line (DNT – Legacy)** – The scope of work includes the design of 11,500 linear feet of 24" and 12" water main (along the Dallas Parkway from Stonebrook to Main) and 2,300 linear feet of 36" water main (along Main Street from the DNT to Legacy). City Council awarded the design contract to Camp Dresser & McKee, Inc. in June 2006. Project is on hold pending staff review and coordination of the design with the Grand Parks lakes. The project scope and schedule will be revised due to modifications to the water line alignment. Portions of the project are expected to be re-activated by the last quarter of 2008. *(Project Manager: David Chacon)*
- **24" Dallas Parkway Water Line (Warren – Lebanon)** – The scope of work includes the installation of 6,200 linear feet of 24-inch water main, pressure-reducing valve station, upsizing existing 12-inch with an 18-inch, and connecting an existing 12-inch water main. Fox Contractors have installed all of the 24-inch water line. The project is substantially complete and operational. The project is expected to be closed out in November 2008. *(Project Manager: David Chacon)*
- **30" Dallas Parkway Water Line (CR 23 –DNT–Virginia Parkway – Preston) & Transfer Valve Station** – The project includes 18,800 linear feet of 30" water main along the Dallas Parkway to serve the northern portion of the City. City Council awarded the design contract to Jacobs Civil, Inc., in August 2006. The project is currently on hold awaiting the Virginia Parkway roadway alignment by a separate consultant. The project scope and schedule will be revised and completion of the design is expected in mid 2009. *(Project Manager: David Chacon)*
- **7<sup>th</sup> Street (Main – Hickory)** – This project will improve the existing asphalt street to concrete paving with curb and gutter, sidewalks, lighting, and other improvements. Design Services are currently being negotiated with a Consulting Engineer. Design is expected to begin in early 2009. *(Project Manager: Jason Brodigan)*

- **City Hall Parking Garage** – Carl Walker is the consultant responsible for the design of the parking garage structure behind the city hall building. The consultant is preparing the preliminary schematic plans for the garage. Design is anticipated to be complete during 2008 and construction is anticipated to be started early in 2009. *(Project Manager: Ben Brezina)*
- **CR 712/All Star Ave (Frisco St. – North County Rd.)** – The project includes constructing a 4-lane divided section between Frisco Street and the BNSF Railroad and a 37 foot wide undivided section from the BNSF Railroad to North County Road. Mario Sinacola began construction in July 2008 and completed the utilities west of the railroad tracks in early September. Paving of the western portion of the project began in October and is expected to be completed in early November. The project is anticipated to be completed in early 2009. *(Project Manager: Michael Bulla)*
- **Cottonwood Creek and Stewart Creek Lift Stations** – The Updated Water and Wastewater Master Plan revised the project scope to a lift station and force main at Cottonwood Creek and the decommissioning of the Cottonwood Creek Wastewater Treatment Plant (WWTP). This project will divert 5 MGD (million gallons per day) of wastewater from the Cottonwood Creek WWTP to the Panther Creek Wastewater Treatment Plant via the new Panther Creek Interceptor currently under construction. The engineering services contract is being amended to reflect the change in scope. The project is expected to be bid in Fall 2009. *(Project Manager: Art Hartle)*
- **Dogwood/Meadow Street** – This project will replace existing asphalt streets with concrete pavement with curb and gutter. Advertisement for bids began October 17. Bids will be opened on November 4. Construction is anticipated to be completed in 2009. *(Project Manager: Art Hartle)*
- **Eldorado Parkway (DNT – Preston)** – City Council awarded the design contract to Wier & Associates in June 2006, for the design of the westbound (northern) two lanes, including the westbound bridge over the BNSF Railway. The City is expediting construction of the fifth and sixth lanes to coincide with construction of the remainder of the project with the use of Collin County bond funds. Weir & Associates is currently preparing the final plans. This project is expected to bid in late 2008 and should require 15-18 months to complete. *(Project Manager: Jason Brodigan)*
- **Eldorado Independence Intersection Improvements** – RLK Engineering is designing the intersection improvements at Eldorado Pkwy and Independence Pkwy. The project includes permanent traffic signals at Eldorado and Independence; turn lanes along Eldorado and along Independence at the High School entrances, a westbound to northbound right turn lane on Eldorado, and two additional lanes to connect existing portions of pavement for eastbound Eldorado traffic. Design plans are 95% complete. The project is expected to bid in late 2008, pending acquisition of right-of-way. *(Project Manager: Jason Brodigan)*
- **Elevated Storage Tanks and Preston 24" Water Line** – The original design by Kimley-Horn included two 2.5 million gallon elevated water storage tanks and a 24-inch water main along Preston Road. One tank will be located on the northeast corner of the future Stonebrook Parkway and FM 423 intersection. The other tank will be located near the intersection of Preston Road and Main Street. A 24-inch water main will be located along the west side of Preston Road from Stonebrook Parkway to Main Street to supply water to the new tank. Construction of the Preston-Main elevated storage tank is expected to be in operation by 2011. *(Project Manager: Art Hartle)*
- **Eubanks Street (Fifth St- BNSF RR)** – Corwin Engineering has completed the design for the replacement of this street. Right of Way acquisition is currently underway. Construction is anticipated to begin in early 2009 and will require six months to complete. *(Project Manager: Michael Bulla)*

- **Frisco #1 Pump Station Expansion (Custer Road)** – This project was awarded by City Council in July 2007 and construction started in October 2007. Pump motors were delivered in mid October and installation of the motors is expected to be completed in November 2008. The project is anticipated to be complete in late 2008. *(Project Manager: David Chacon)*
- **Frisco Street (Main – Frisco Square)** - The proposed street project includes the construction of approximately 650 feet of a two-lane undivided concrete roadway. JRJ Paving began construction in June 2008. Utility installations were completed in July and paving was completed in September. The new road has been opened for traffic and the contractor is working on final cleanup issues. *(Project Manager: Michael Bulla)*
- **Independence Parkway (SH 121 – Main)** – City Council awarded the bid for construction services to Mario Sinacola and Sons Excavating, Inc. in August 2006. Phase 1 (two new lanes from Main to Rolater Road) was opened to traffic in August 2007. The contractor has opened the final section of Independence near Main Street and is working on cleanup issues prior to final acceptance. *(Project Manager: Michael Bulla)*
- **Lebanon at Dallas North Tollway** – Kimley-Horn is designing improvements at the intersection of Lebanon and the Dallas Parkway along Lebanon to better align the roadway with the newly constructed bridge over the DNT. Design is approximately 95% complete. ROW acquisition is pending review of bid set of plans by the property owners. Construction is anticipated to take seven months upon the completion of right of way acquisition and utility relocation. *(Project Manager: David Chacon)*
- **Lebanon Road (FM 423 – Presidents Dr.)** – Spiars Engineering designed the widening of Lebanon Road from two to four lanes (eastbound lanes). The project was awarded to Rodman Excavating and construction began in February 2008. Water and drainage improvements are complete and bridge work continues on schedule. The contractor has finished all main lane paving and is expected to finish turn lanes and crossovers in November. The project is expected to be completed in early 2009. *(Project Manager: Michael Bulla)*
- **Legacy Drive (Citation – Main)** – This project will provide three lanes in each direction from Main Street to Citation Court, and a right turn lane from east-bound Main Street to southbound Legacy. Construction is substantially complete and all lanes are now open to traffic. Close out of the project is expected in November 2008. *(Project Manager: David Chacon)*
- **Legacy Drive 16" Water Line (Stewart Creek – Citation)** – Construction of 2,951 linear feet of 16" water main along Legacy Drive began in July 2008. Bowles Construction has completed the installation of the water line and the line is operational. Project close out is expected in November. *(Project Manager: Art Hartle)*
- **Northwest Infrastructure** - Kimley-Horn was contracted to analyze alternative alignments for water & sewer lines to serve properties near FM 423 & US 380. An analysis of alternative alignments for future Virginia Pkwy from FM 423 to Preston Road was also included and has been completed. Design is approximately 95% complete. The consultant is currently meeting with property owners and preparing easement documents. It is anticipated that the project will bid in 2009, pending easement acquisition. *(Project Manager: David Chacon)*
- **Panther Creek Parkway (DNT – Teel) and Legacy Drive** - This project constructed 4 lanes of arterial street in a location where no roadway existed to provide traffic relief for Eldorado Parkway. Construction began in January 2008 and Panther Creek Parkway was opened for traffic on July 2, 2008. Legacy Drive was opened to traffic in October. Signals lights at Panther Creek and Legacy will be operational when the correct power supply is installed by CoServ. *(Project Manager: Michael Bulla)*

- **Panther Creek Sewer Interceptor – (Project Manager: David Chacon)**
  - **Phase 1 (Panther Creek)** – Engineering Design Services by Halff Associates are complete. City Council awarded the construction contract to SJ Louis on July 15, 2008. Right-of-Way for Phase 1 is currently being acquired. Clearing for construction has begun and installation of piping is estimated to start in November and is contractually required to be substantially complete at the end of April 2009.
  - **Phase 2 (Parvin Branch)** – Design of Phase 2 is currently on hold until future development dictates need for the project. Design is approximately 90% complete. Construction is estimated to take six months.
  - **Phase 3** – Design of Phase 3 is currently on hold until future development dictates need for the project. Design is approximately 60% complete.
- **Rolater Road (Custer - Independence)** – The Project will construct the two east bound lanes of the four lane divided roadway including a bridge over Rowlett Creek. Design of the project, by RLK Engineering, is approximately 50% complete. Construction is expected to begin in Spring 2009 and require 10 months to complete. (Project Manager: Jason Brodigan)
- **Rolater Road (Coit – Independence)** – The Project includes the construction of a four lane divided roadway, which will replace the existing unpaved CR69. Sinacola began construction in October 2007. Paving began in late July and was completed in mid August. The roadway is now open as the contractor finishes minor cleanup issues. (Project Manager: Michael Bulla)
- **Rolater Road 42” Water Line (Coit – Preston)** – Construction of the 42” water line in the median of Rolater Road began in March 2008, by SJ Louis. Trenching and pipe installation in the median of Rolater Road east of Preston Road began in September and will progress to the east and end at Coit Road. The project is scheduled to be completed in Spring 2009. (Project Manager: Art Hartle)
- **Selected Old Town Streets (1st, 3rd, 4th, 6th, Pecan, and Hickory)** – City Council awarded the bid for construction services to Jim Bowman Construction in November 2006. The contractor has completed all of the street paving and is completing punch list items prior to the City’s final acceptance. (Project Manager: Michael Bulla )
- **Sidewalk Improvement Program** - This Project will construct sidewalks, hike and bike trails, and curb ramps at various locations throughout the City of Frisco. Locations were chosen to complete gaps in the sidewalk system and in response to requests from citizens. Estrada Concrete has completed sidewalk on Teel, Hillcrest and Panther Creek Parkway. They are currently working on Lebanon, between Starwood and Legacy. Completion of the project is anticipated in November. (Project Manager: Michael Bulla)
- **Stonebrook Parkway (Legacy – Longhorn)** –Project to construct the four lane roadway including a bridge over Stewart Creek as well as an underpass for the BNSF railroad is under design by HNTB. Design is approximately 95% complete. Permitting by the US Corps of Engineers is expected to take 12-18 months starting November 2007. As a result, the project will be completed in two phases. The first phase, from Fighting Eagles Dr to Legacy Drive as well as the railroad bridge, is expected to begin construction in early 2009. Construction of the second phase, from Longhorn to Fighting Eagles Dr, will begin once the permit is received and is expected to be completed in mid 2010. (Project Manager: Jason Brodigan)

- **Stonebrook Parkway (Dallas North Tollway – Preston)** – The project will replace two westbound lanes with three reconstructed lanes and includes the installation of a 36-inch water line. Surveying and geotechnical investigation has been completed and CH2M Hill is approximately 30% complete with the design. Construction is expected to begin in Summer 2009 and take approximately 14 months to complete. *(Project Manager: Art Hartle)*
- **Teel Parkway (Panther Creek Parkway - North of Little River)** – Project to construct the two northbound lanes widening the roadway to four lanes. This project is jointly funded by FISC. Construction began in May 2008. Rodman Excavating has completed 95% of the paving and is expected to be completed in November 2008. *(Project Manager: Michael Bulla)*
- **Teel Parkway (Eldorado Parkway – Freestone) -** Project to construct the two northbound lanes completing the four lane roadway. Staff is currently negotiating a contract with the engineer. Design is expected to begin in early 2009. Construction is expected to be completed in conjunction with the completion of Eldorado Parkway. *(Project Manager: Jason Brodigan)*
- **Virginia Parkway (CR26 – Preston)** – Project to construct 6 lanes from County Road 26 to Preston Road, including bridges over Parvin Branch and BNSF RR. Design of the project is approximately 25% complete and is expected to be completed by Summer 2009. The project is anticipated to be complete in early 2011. *(Project Manager: Jason Brodigan)*
- **Wade Detention Pond** – Design of this regional detention pond is needed for the new Frisco Recreation Center and will be expanded to incorporate storm water detention needs for FISC and adjoining properties. The project was awarded in August 2007. Construction began October 2007 and is substantially complete. *(Project Manager: Alyssa Sanders)*
- **West Frisco Wastewater Improvements** – Construction began in March 2007, by Oscar Renda Contracting, for improvements to the Trails, Fairways, and Grayhawk Lift Stations and the construction of a new force main to the Panther Creek Wastewater Treatment Plant. Wastewater began pumping north to the Panther Creek Wastewater Treatment Plant from the Grayhawk Lift Station in April 2008. The Fairways Lift Station flow was redirected to Panther Creek WWTP in June, and the Trails Lift Station flow was redirected in July. Construction is anticipated to be completed by the end of 2008. *(Project Manager: Art Hartle)*
- **World Cup Way (Main – Frisco Square Blvd)** – Project to construct a two lane undivided roadway from Main Street to Frisco Square Blvd. North Texas Contracting Inc. began work in August. Utilities are 90% complete and drainage improvements are underway. The contractor continues to push to finish paving prior to the holidays. *(Project Manager: Michael Bulla)*

### **Transportation Highlights – Brian Moen:**

- **Development/CIP Plan Reviews** – Staff reviewed 42 sets of development and CIP plans and two traffic impact analyses this month. Staff also reviewed and processed 11 TxDOT driveway permit applications.
- **SH121 and DNT Tollway Construction** – Staff has been reviewing NTTA's plans for the construction of a full interchange at SH 121 and the Dallas North Tollway (including direct-connect ramps in all directions).
- **Internally Illuminated Street Name (ILSN) Signs** – Staff will be preparing additional analysis for TxDOT to review in conjunction with our request to add Illuminated Street Name Signs on Preston Road and Custer Road. It is unknown at this time when this additional analysis will be complete. Once the completed analysis is approved by TxDOT, it will take approximately 8 to 12 weeks to have the signs fabricated and installed.



- **Intersection Improvement Projects** – Construction of the turn lanes at Main and Teel has been hampered by franchise utility relocations. Paving work is expected to resume in early November 2008. (*Project Manager: Michael Bulla*)
- **Citizen Inquiries** – Staff has responded to several citizen inquiries that came into the department by telephone, email, and the City Message Board.
- **Miscellaneous Traffic Studies** – Staff continues to conduct speed studies on roadways throughout the city to update the Speed Ordinance, which should be complete at the end of October. Staff is refining the crash database (based on police reports) and purchasing new software to facilitate crash analysis of intersections. Staff studied traffic volumes at Main Street and Kyser Way and at Main Street and Majestic Gardens Drive to determine if they meet traffic signal warrants. Staff conducted six speed studies and one stop sign study at the request of citizens.
- **Quiet Zone Project** – Quiet Zone approval from the Federal Railroad Administration (FRA) is on hold until crossing improvements are complete at CR 712 and at Frisco Square Blvd. In addition, the City will need to secure an alternative access to the sewage treatment plant near the DNT railroad crossings to remove the current railroad crossing serving this site. Staff expects these improvements to be complete allowing a Quiet Zone to be established in the first or second quarter of 2009.
- **School Zones** – Staff meets monthly with representatives of Fisd to discuss any school zone or crossing guard issues. This month, staff installed a new school zone at the intersection of Teel Parkway and Panther Creek Parkway. Staff also improved the lighting and the drainage at the pedestrian tunnel under Panther Creek Parkway at Grayhawk Blvd to make it a better route for school children walking to Stafford Middle School. Staff is currently conducting our bi-annual pedestrian count by having crossing guards count the number of students using their crossing. Staff is working with Environmental Services to promote Walking to School programs to reduce traffic at schools.
- **Signal Timing** – Staff is reviewing Request for Qualifications (RFQ) for signal timing services using NCTCOG funds and will make recommendations to Council in November. Selected consultants will retime Main Street (FM 423 to Custer), Dallas Parkway (Gaylord to Eldorado), Preston Road (Gaylord to US 380), and Warren Parkway (Legacy to Preston). Work is expected to begin this winter with new timings implemented on these corridors by Spring 2009. Staff developed new timing plans for the traffic signal at Main Street and Frisco Street due to the new leg of the intersection that opened this month. Staff also adjusted the timing along Eldorado Parkway to account for the removal of the left-turn lanes during the TxDOT widening project. Staff has also made timing changes at the intersections of Legacy and Main, Legacy and Lebanon, and Dallas Parkway and US 380.
- **Special Events** – Staff provided traffic management support for several soccer events last month and the Storytelling Festival (where 52 bus loads of children were dropped off on one side of City Hall and picked up on the other). Staff is planning traffic control for the upcoming EdgeFest concert. As part of the Special Events Review Committee, staff helps review all pending special event applications for any traffic control needs.
- **Staff** – The department is still actively searching for qualified transportation engineers to fill our vacant positions. Staff interviewed candidates to fill the position of a second Traffic Signal System Operator.
- **Thoroughfare Standards Ordinance** – Staff is currently editing a draft update to the thoroughfare standards ordinance based upon ongoing research as well as coordination with other departments. Staff is also reviewing the draft rewrite of the Subdivision Ordinance with Planning Staff to ensure the two documents do not overlap or conflict with each other.
- **Traffic Count Map** – The traffic count map is available on the internet at [maps.friscotexas.gov](http://maps.friscotexas.gov). It provides daily traffic volume counts (and the date of each count) on multiple segments of every major roadway.

- **Traffic Control** – Staff reviewed the installation of signs and pavement markings on a new segment of Frisco Street south of Main Street and a new segment of Legacy Drive between Eldorado Parkway and Panther Creek Parkway. Staff reviewed the traffic control plans for several construction zones. Staff is coordinating with TxDOT on major detours for weekend closures of sections of Eldorado Parkway during the widening project.
- **Traffic Signal Construction**  
Staff has completed specifications for an annual contract to procure electrical service pedestals for new traffic signal installations. Providing this equipment to the contractor at the start of the project will reduce delays from TXU and CoServ once the construction is complete and power is needed to turn on the signal.
  - 1) **Eldorado / Frisco St** – Staff reviewed the final design incorporated into the Eldorado Pkwy widening project between DNT and Preston Rd.
  - 2) **Eldorado / North County** – Staff reviewed the final design incorporated into the Eldorado Pkwy widening project between DNT and Preston Rd.
  - 3) **Eldorado / Rogers** – Staff reviewed the final design incorporated into the Eldorado Pkwy widening project between DNT and Preston Rd.
  - 4) **Independence / Rolater** – This signal was constructed as part of the widening of Independence and was placed into operation this month (October 9<sup>th</sup>).
  - 5) **Legacy / Town and Country** – This traffic signal design from Kimley Horn is complete and staff submitted the developer a cost estimate for materials to be provided by the City for the project.
  - 6) **Ohio / Gaylord** – Plans for this signal are complete and staff is evaluating the need for the signal now that the Ohio Bridge over SH 121 is open.
  - 7) **Ohio / Warren** – Plans for this signal are complete and staff is evaluating the need for the signal now that the Ohio Bridge over SH 121 is open.
  - 8) **Independence / Eldorado** – Staff completed a plan review set with Kimley Horn and construction is expected to begin in early 2009 in conjunction with intersection improvement scheduled to begin in early 2009.
  - 9) **DNT/Cotton Gin** – Staff completed a plan review with Kimley Horn this month. Staff continues to work towards completing the plans for this location. However, construction may be delayed until traffic volumes on Cotton Gin increase.
  - 10) **Panther Creek / Legacy** – This signal is complete and was planned to be activated when the new section of Legacy Drive opened. However, the wrong transformer was installed. CoServ has installed a new transformer and the intersection is scheduled to be placed into operation October 29.
  - 11) **Custer Road / Custer Bridges (Target)** – Staff is working with the City of McKinney to review a signal design from Kimley Horn for the Target signal south of Rolater Road on Custer Road. Target will fund the construction of this signal working with the City of McKinney. The timing and maintenance of the signal will be turned over to the City of Frisco by agreement with the City of McKinney so the signal can be coordinated with signals to the north maintained by the City of Frisco.
- **Traffic Signal System Communications** – The system provides communications to all of the traffic signals in the City, allowing staff to monitor and control their operation remotely. Staff can also view the traffic detection cameras at most of the traffic signals, as well as five PTZ traffic cameras that can be controlled remotely. This month, staff installed two new PTZ cameras located at Eldorado & FM 423 and at Eldorado & DNT. These will aid in monitoring traffic conditions during the widening of Eldorado Parkway and one of them will improve our monitoring capability during special events at Pizza Hut Park.

**Training and Conference Attendance** – Staff attended a workshop on traffic sign retro reflectivity standards given by the American Traffic Safety Services Association. Staff attends the monthly local meetings of the Texas Section of the Institute of Transportation Engineers.

- **Truck Route Ordinance** – City Council approved the new comprehensive truck route ordinance in early September. Staff has created a plan for the installation of truck route signs along the newly established routes that will guide trucks through the City. Staff has submitted a plan for the truck route signs that will be on TxDOT roadways to TxDOT for review and approval. Staff is creating plans for the installation (or modification) of No Truck signs in strategic locations in the City to prohibit trucks from leaving the designated routes.
- **Traffic Signal Maintenance** - The City of Frisco currently operates and maintains 70 traffic signals within the City of Frisco. City crews provide on-call maintenance 7 days per week with a 45 minute response time.

A significant part of this maintenance relates to the 249 video cameras used to detect vehicles at each signal. Currently, 100% of the video detection is fully operational. Maintaining this video detection is becoming easier with the citywide communication system because diagnosing and troubleshooting detection issues can now be performed from our central control center.

In addition to the new traffic signal work described above, this month city crews rewired the traffic signal at Main & Frisco Street to incorporate the new signal heads for the newly opened leg of the intersection. City crews oversaw and helped with the reconstruction of part of the traffic signal at Main & Legacy. Two span wires were replaced with mast arms in order to stabilize the signal heads so that louvers could be installed in them to make them less visible to traffic on the upstream side of the widely divided intersection. This change was made in an effort to reduce red light running crashes. City crews also installed school zone flashers at the intersection of Panther Creek Parkway and Teel Parkway. One more flasher will be installed soon at the new Stafford Middle School once Teel Parkway is complete.

Another monthly activity is preventative signal maintenance.

- **Roadway Lighting Maintenance** - FSG/Design Electric is in the process of replacing factory defective capacitors surrounding Pizza Hut Park. City crews performed lighting repairs at several locations. New lighting was activated on the new segment of Panther Creek Parkway between Teel Parkway and the Dallas North Tollway.

Total lamp poles maintained	1616
Total lamp fixtures maintained	2678
Number of locations maintained in the last 30 days	38
Citywide lighting fully operational	89%